

directed rearward in the axial direction to the utmost so as to provide propulsive force.

8. (cancelled)

9. (currently amended) A jet engine according to claim ~~2~~ 1,

wherein the fan has a diameter substantially similar to a diameter of the last rotor of the low-pressure turbine.

Claims 10-14 (cancelled)

REMARKS

Introductory Remarks

As a preliminary matter, applicant, through their attorneys, hereby affirms election of claims 1, 3, 5, 7 and 9, as required by the Examiner in paragraph 1 of the Office Action.

Reconsideration and further examination of the subject patent application in light of the present Amendment and Remarks is respectfully requested.

Remarks Regarding The Specification

The specification has been amended to correct typographical errors and other informalities. No new matter has been added.

Regarding a telephone conference between the Examiner and the undersigned on April 22, 2005, applicant wishes to provide the following explanation of the invention. The jet engine of claims 1, 3, 5, 7, and 9 includes a body, a burner, a high-pressure turbine, a low-pressure turbine, a rotary shaft and a fan, as shown in Fig. 1. Applicant submits that the present invention is distinguishable from conventional turbine rotors. Turbines general produce rotational force by means

of rotors and stators, which have similar shapes but are symmetrically arranged substantially in line with the exhaust gas flow. However, the fan blades of the present invention are inclined to the axial direction against the exhaust gas flow with a slope so as to provide a forward propulsive force due to the frictional resistance with the gas flow and an offset of the velocity energy of the exhaust gas.

That is to say, the fan of the present invention rotates against the flow of exhaust gas with a slope, not in sympathy with the flow, to push the flow rearward. Accordingly, the configuration and function of the fan of the present invention are different from those of a general turbine or its rotor. Note that in related fan art, Trend 500, 600, 700 and 800 of Rolls Royce show turbo-fan engines in which a vane-type frame is formed at the rear of a turbine so as to guide the exhaust gas to an axial direction, but the vane-type frame does not rotate.

Closing Remarks

Should the Examiner be of the opinion that a telephone conference would expedite prosecution of the subject application, the Examiner is respectfully requested to call the undersigned at the below-listed number.

The Commissioner is hereby authorized to charge any additional fee which may be required for this application under 37 C.F.R. §§ 1.16-1.18, including but not limited to the issue fee, or credit any overpayment, to Deposit Account No. 23-0920. Should no proper amount be enclosed herewith, as by a check being in the wrong amount, unsigned, post-dated, otherwise improper or informal, or

even entirely missing, the Commissioner is authorized to charge the unpaid amount to Deposit Account No. 23-0920.

Respectfully submitted,

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By



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